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TRAINS ALBUM OF PHOTOGRAPHS

SOUTHERN RAILROADS

NUMBER 5

Trains Album of Railroad Photographs

Book 5 SOUTHERN RAILROADS

Railroading in the South is infinite in its variety. And it is also surprising in its superlatives. Do you thrill to the sound of a barking exhaust on a mountain grade? The Southern Railway, at Saluda, N. C., climbs the steepest mainline grade in the United States, 4.7 per cent. Do you favor heavy railroading, with mile-long fruit blocks and luxurious passenger trains? The East Coast lines to Florida have it, especially during the winter months. Or do you want dense traffic, trains every few minutes? The Richmond, Fredericksburg & Potomac south of Washington carries as heavy a traffic as any double-track line in the country. Watch the fleet of passenger trains roll south in early evening, north in the morning.

The longest straight track in the country, stretching for 78.86 miles, is on the Seaboard Railway near Wilmington, N. C. The longest continuous curve in the United States is 9.45 miles, on the Illinois Central along the western shore of Lake Pontchartrain approaching New Orleans. The Southern Railway also has a continuous curve of 9 miles in the same vicinity. Some of the rockiest, roughest scenery in the country, Rocky Mountains not excepted, is in the mountains of the South. Witness the Southern's line south of Cincinnati, following gorges cut deep into the limestone backbone of southern Kentucky and eastern Tennessee.

The heaviest coal traffic in the country moves over the "big three" coal carriers of the Appalachian fields: the Chesapeake & Ohio, the Norfolk & Western and the Virginian. One of the most exciting perishable movements in the country is the rush to get Louisiana strawberries north for the early spring markets. All the smoke and glory of the blast furnaces and steel mills of Birmingham can be seen from the comfort of modern streamliners on the Southern and the Louisville & Nashville. The bayous of the Gulf Coast, with their lush vegetation, are crossed and recrossed by L&N trains. The verdant scenery of the broad valleys of Virginia is colorful with fruit blossoms in spring, a picture to be enjoyed for hour after hour from C&O or N&W or Southern observation lounges. Even in cindery, unkempt short lines the South is superlative, for Georgia is the happy hunting ground of the short-line connoisseur.

But there is more than scenery and exciting action to the railroads of the South. These railroads have brought into modern industrial America an area which was formerly almost exclusively agricultural. Southern railroads have created thousands of special low commodity rates especially to induce industries to locate upon their lines, and in the South a higher percentage of traffic moves under special commodity rates than anywhere else in the United States. Most authorities agree that had the Southern railroads, which were standard-gauged in 1886, been as well integrated with the roads of the North before 1860 as they are today, we would not have had a War Between the States.

The major traffic routes run not only north and south and east and west, but on diagonals determined mainly by the Chicago-Florida and the New York - New Orleans business. Some of the finest trains in the country run upon these diagonals as well as upon the New York - Florida and Chicago-New Orleans routes. The Panama Limited, the Royal Palm, the Dixie Limited, the Southerner, the Crescent, the Pan American, the Champion, the George Washington, and the Silver Meteor are only a few of the trains of the South which rank with any others in the United States.

The photos in this album cannot possibly cover the entire scope of the Southern railroads, but our selection is chosen to give the best over-all picture. We hope you like it.

Southern Railway near Licklog Tunnel. Frank Clodfelter

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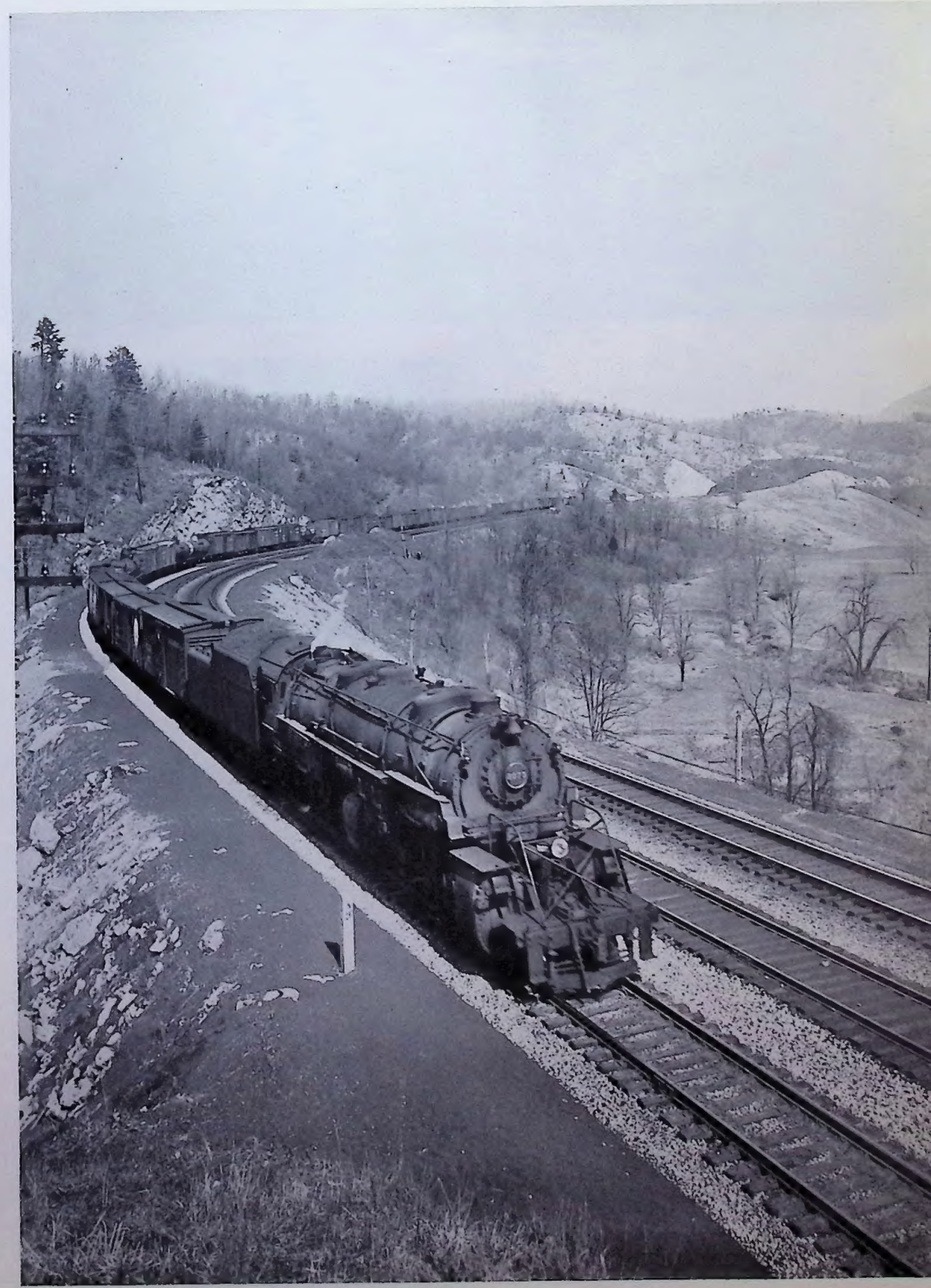
A Mallet compound articulated locomotive with a heavy coal train bound for tidewater on the Norfolk & Western. Courtesy N&W.

Norfolk & Western, big hauler of West Virginia soft coal, is in many ways similar to its northern second cousin, the Pennsylvania. The locomotives have the same distinctive number plates and horizontal pilots. The signals are the same position-light type. And the passenger cars are painted the same tuscan red. The main line stretches from Cincinnati to Norfolk, with important branches south into Tennessee and the Carolinas and north into Maryland. Courtesy N&W.



Around Knoxville is some of the most scenically picturesque railroading in the South, as well as several mighty interesting short lines. The Smoky Mountain Railroad, whose train is shown at right getting ready to leave Knoxville in early morning, meanders for 30 miles east into the mountains. By C. L. Bandy. A three-foot narrow-gauge, the East Tennessee & Western North Carolina, starts at Johnson City, on the Southern main line about 100 miles northeast of Knoxville, and runs into the mountains. An excursion train is shown, below, in the Doe River Gorge. This little railroad has earned itself an unusual affection among the mountain people it serves. By William Moedinger Jr.

The Southern's big green-and-gold 1491 4-8-2 proudly glistens in the afternoon sun as she easily pulls her five-car local up the heavy North Carolina grade east of Ridgecrest, N. C., on her afternoon run from Salisbury to Asheville, N. C. By W. H. Thrall Jr.

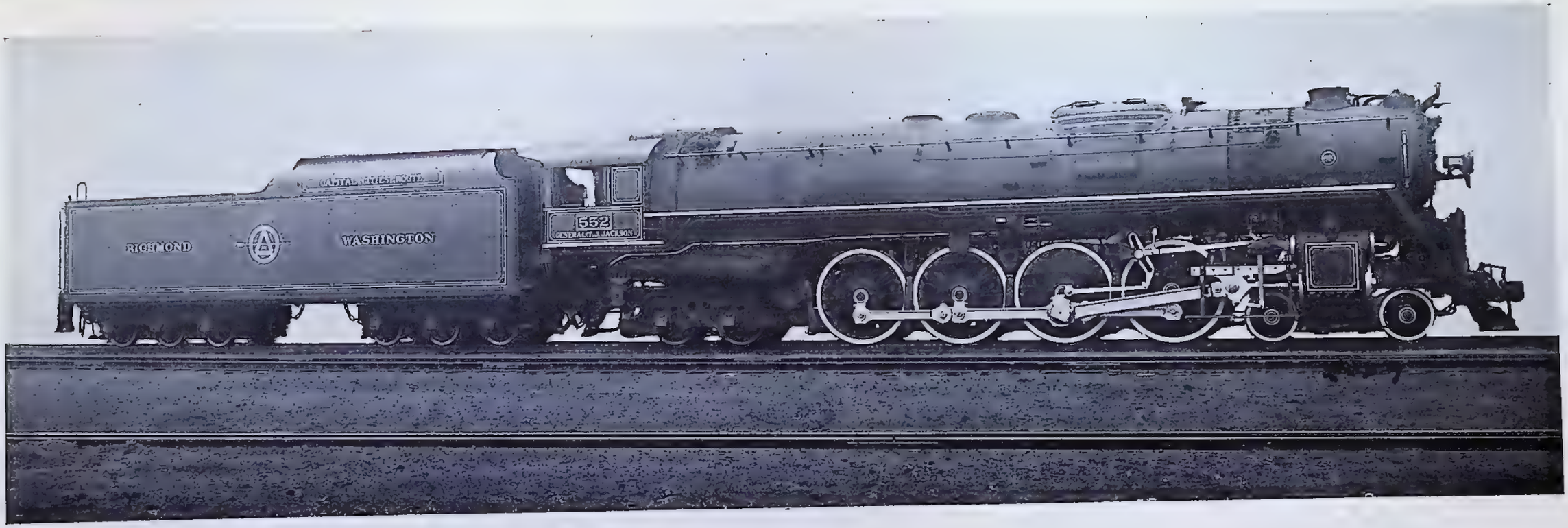
Through the snow-covered Blue Ridge Mountains of North Carolina winds the Southern Railway's line into the "land of the sky." By Frank Clodfelter.

At right is a solid coal train on the Louisville & Nashville's Eastern Kentucky Division at Red River Bridge. By Robert L. Kirkpatrick, courtesy L&N Magazine. The Mallet articulated compound below is running west with empty coal hoppers on the Virginian, one of the "big three" coal haulers in the Allegheny region. The other two are C&O and N&W. By Richard E. Prince Jr. The mixed train is the Selma Local of the Western of Alabama. This road also handles some of the finest through trains between New York and New Orleans as part of the Crescent Limited route. By Joseph Sadler.

Louisville & Nashville No. 8, Birmingham-to-Cincinnati train, passes through Anchorage, Ky. The mail bag is tied ready on the crane and will be picked up on the fly. Anchorage is 15 miles east of Louisville on the line up the Ohio River to Cincinnati. By R. L. Kirkpatrick, courtesy L&N Employes' Magazine.

An L&N southbound freight train passes the clear high arm of an interlocking signal at Mayton, Tenn. Unique characteristic of L&N locomotives is the number painted in gothic digits on the headlight glass. By M. B. Cooke.

A Richmond, Fredericksburg & Potomac freight behind one of the 570-series Berkshires, Lima-built, newest addition to the road's motive power. The RF&P is a most important bridge railroad, forming a link between eastern trunk lines at Washington and the Seaboard Railway and Atlantic Coast Line at Richmond. By Sgt. Homer R. Hill.



Heavy artillery of the Richmond, Fredericksburg & Potomac are its General and Governor locomotives, 4-8-4's built by Baldwin. The Generals are somewhat heavier and are used for freight service, while the Governors are used for either freight or passenger. Chief distinguishing feature is the tender. The Generals are named after famous Virginia generals, while the Governors are named after colonial Virginia governors. Courtesy Baldwin Locomotive Works.

At left is an RF&P passenger train behind one of the road's large Pacific-type locomotives. Above is 4-8-4 locomotive "General J. E. Johnston" with a freight train on upgrade at Massaponax, Va. By John B. Mordacai. Below, by W. M. Bryan, is a side view of a Pacific similar to the one on the passenger train at left, by Lucius Beebe. The road's 4-8-4 locomotives are of two types, freight locomotives named after generals and passenger locomotives named after governors.

Between two historic rivers runs the Richmond, Fredericksburg & Potomac, southward from Washington to the James River at Richmond. And over this 114-mile stretch of well-maintained heavy double track runs a fleet of passenger trains not equaled by any railroad this size, all the trains from northern railroads at Washington to South Atlantic Seaboard points on Atlantic Coast Line and Seaboard Railway.

Atlantic Coast Line is principally just that—a trunk line paralleling the Atlantic Coast between Jacksonville and Richmond. Down this railroad runs a highly seasonal traffic, Florida tourists and Florida fruit, together with all the more regular traffic of a region rich in miscellaneous manufactures and agriculture. Many of the heaviest mainline trains are handled by dual-service 4-8-4's like the 1808 with its 16-wheel tender. By W. M. Bryan. Two Pacifics are quite evidently not needed on the three-car train about to leave Waycross, Ga., for Montgomery, Ala. One is no doubt deadheading to a spot where it is more needed. By Richard E. Prince. The freight train is also on the Montgomery line. By Joseph P. Sadler.

The Florida East Coast is the only railroad serving the entire east coast of the state from Jacksonville down to Miami. Photo at left shows the double-tracked main line. The streamlined train below is the Henry M. Flagler, named for the founder of the road. Both photos courtesy FEC. The aerial view, by Aero-Graphic Corporation, is typical of the line, which is located most of the way within sight of the Atlantic or the inshore lagoons.

The West Point Route, consisting of the Atlanta & West Point and the Western of Alabama, carries New York - New Orleans through-trains between Atlanta and Montgomery. At upper left is its train No. 31 near East Point, Ga. By Richard E. Prince Jr. The Gulf, Mobile & Ohio is one of the most aggressive medium-sized roads in the country. Its streamlined Rebel trains (photo shows New Orleans Rebel at East St. Louis Station) have revolutionized passenger service on a line which has no claim to being a main traveled route. By Nansen-Oaks-Barham. Above is a passenger train of the Blue Ridge Railroad, a small line controlled by the Southern and serving principally Anderson in the far western corner of South Carolina. By Truman Blasingame.

The Skyland Special of the Southern Railway leaves Saluda, N.C., heading into the "land of the sky" which centers around Asheville. Only a few miles earlier the Skyland Special climbed the steepest mainline grade in the country, 300 feet of 4.7 per cent and 3000 feet of 4.4 per cent. This locomotive is painted a beautiful green with gold striping and lettering and with brass ornaments on the headlight.

Among the smaller southern railroads are the Georgia, which connects Atlanta, Macon and Augusta; the Central of Georgia, cousin of the Illinois Central, which connects Chattanooga, Birmingham and Montgomery with a quite extensive Georgia network running through to the Atlantic at Savannah; and the Blue Ridge Railway, a subsidiary of the Southern serving Anderson, S. C. Built above the tracks at Anderson is the Blue Ridge's combination station and general office building, right. Above is Georgia Railroad's day train between Atlanta and Augusta. Both by Truman Blasingame. Below is Central of Georgia's No. 20 leaving Atlanta for Columbus, Ga. By Richard E. Prince Jr.

A Southern Railway Diesel-powered freight train emerges from a tunnel at Burnside, Ky., and crosses the Cumberland River bridge. This is on the Cincinnati, New Orleans & Texas Pacific line south of Cincinnati. This road leases the Cincinnati Southern, built by the City of Cincinnati, and operates it as part of the Southern System.

Chesapeake & Ohio freight No. 95 climbing to the summit at Alleghany, west of Covington, Va. By Donald W. Furler.